

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,342 號式拾肆百叁千叁萬壹第 日壹十式月十年六十二緒光 HONGKONG, WEDNESDAY, DECEMBER 12TH, 1900. 叁拜禮 號式十月式十年百九千壹萬英港香 PRICE \$2½ PER MONTH

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This World-renowned.  
Fine OLD HIGHLAND WHISKIES are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of G. C. ANDERSON, No. 13, Praya Central.  
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8.30 a.m. to 9.30 a.m. Every ten minutes.  
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**SPECIAL CARS** by arrangement at the Company's Office, 38 & 40, Queen's Road Central.  
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**CHAMPAGNE GROWERS AND SHIPPERS.**  
Ship only the Finest Quality Extra Dry (Offen Seal).  
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IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.  
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Their Brands are favourably known all over the World.  
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SIMPLE AERATED WATER. SODA WATER. LEMONADE. GINGER ALE. SASSAPARILLA. RASPBERRYADE. TONIC WATER. LEMON SQUASH.  
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

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Valuable instruments perfectly rational and modernized.

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Hongkong, 17th October, 1899.

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A First Class Hotel in every respect  
Elegantly Furnished Reading, Music, and Smoking Rooms.  
Dining Accommodation for 250 persons.  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout  
Wines and Groceries imported specially from Europe and America.  
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FIRST-CLASS PRIVATE HOTEL.  
Handsome Furnished and Exceedingly Spacious Rooms.  
VERY MODERATE TERMS TO FAMILIES, by the DAY, WEEK, or MONTH.  
SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE.

**THE CONNAUGHT HOTEL.**  
A FIRST CLASS HOTEL of 48 Bedrooms, elegantly furnished.  
The Hotel is situated near all the Banks and Principal Offices in the Colony.  
Special Attention paid to the Comfort of Guests.  
Cuisine excellent, under Experienced Management.  
Terms Moderate.  
A. FONSECA, Manager.  
Hongkong, 1st December, 1899.

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THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.  
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The Cuisine is Excellent.  
J. W. OSBORNE, Proprietor.  
J. H. DOWNS, Manager.  
Hongkong, 8th September, 1900.

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THIS First class and well-famed establishment is pleasantly situated in the centre of PRATA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bedrooms. Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
L. HING KEE, Proprietor.  
Telegraphic address "HINGKEE" 1919

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THE Finest Hotel in the East. Rooms en suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs.  
**CURRIES A SPECIALITY**  
Every Home Comfort.  
Electric Bells throughout the Hotel.  
Electric Lights.  
Electric Fans.  
Terms Moderate.  
**SARKIES BROTHERS,**  
Proprietors.  
Hongkong, 18th August, 1900.

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SHIP CHANDLERS, SAIL MAKERS, GENERAL STOREKEEPERS,  
No. 11, LEE YUEN STREET, EAST.  
Hongkong, 25th July, 1900.



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**COGNAC BRANDY.**  
 Hennessy's finest productions.  
 Quality guaranteed.

**ERATED WATERS**  
 Absolute purity guaranteed.

**A. S. WATSON & CO.**  
 LIMITED.  
 THE HONGKONG DISPENSARY.  
 ESTABLISHED 1841.

**DEATH.**  
 On 11th instant, at 12.30 a.m., suddenly, at his residence, 14, Arbuthnot Road, JANUARIO ANTONIO DE CARVALHO, for many years cashier at the Colonial Treasury, aged 70 years. Deeply regretted. [324]

**The Daily Press.**  
 HONGKONG OFFICE: 14, DES VOGES ROAD CL.  
 LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, December 12th, 1900

VISCOUNT CRANBORNE, Under Secretary of State for Foreign Affairs, has stated in the House of Commons that the present disposition of the Shanhaikwan Railway is only temporary and that the matter has the attention of the British Government. There is a certain amount of satisfaction to be derived from the latter announcement, as there seemed previously reason for fearing that the matter had altogether escaped our Government's notice. Nothing is known definitely of any protest made against Russian action beyond those mentioned by our Newchwang correspondent in his letter of the 16th ult., while the Resident Engineer of the railway and H. B. M. Consul at Newchwang offered when the Russians occupied without previous notice of intention the terminus of the Shanhaikwan line at Yingkow on the 6th October. Not only did they occupy the terminus, but they converted to their use the railway material, explaining after so doing that this was necessitated by the exigencies of war, but that the material would be accounted for at the final settlement. As a result the greater part of the line between Shanhaikwan and Newchwang was in the hands of the Russians, while the section westward of Shanhaikwan was already occupied by them. We were informed in October that as a result of protests the Russians would restore the line to its owners, but this news was afterwards contradicted and it was stated that it would be under German control. In the state of ignorance in which we are kept by the authorities up north (for the censorship seems undoubtedly to be strongly at work) we do not know how the line north of Shanhaikwan, financed by British capital and built as far as it goes by British engineers, is at present managed. It is stated that the westward section, that is to

say the line from Shanhaikwan down to Taku, is to be handed over to Germany on the 15th instant. What exactly is meant by "Germany" is uncertain. If, on the one hand, the statement indicates that the railway will be under the control of Count von Waldersee, as Generalissimo of the Allied forces in China, the arrangement is reasonable as long as danger exists, but the question may be asked, Why was not this expedient adopted at the beginning, so as to avoid the irritation which has been caused by Russia's independent and provocative action? We can hardly suppose, on the other hand, that it is actually meant that the Germans will take the place of the Russians as sole guardians of the line from Taku up to the port of Newchwang. Count von Waldersee is in North China as the Commander-in-Chief of the Allies and operations there are conducted by him as such.

Lord Cranborne also, in his reply to Mr. WALTON, denied generally that British interests had been neglected at Newchwang. In this statement he is not likely to be supported by British residents in China who have any knowledge of recent events at Newchwang. Not only from our own correspondence, but also from every other source from which news of that neighbourhood has come, complaints are strong of the inaction, the positive apathy, of the British Admiral at the time when action would have done much. As it was, the rush for Shanhaikwan, ending in the remarkable occupation of the place by a handful of men from H.M.S. Pigmy, was practically forced on the British by previous supineness; it appeared to be the only means of preventing the Russians from absolutely dominating every inch of railway line from Peking northward and eastward. The incident was not a particularly dignified one, but in the prevailing state of depression at that British inaction which Lord Cranborne denies to be neglect, it served to save wounded national feelings and was consequently magnified in some quarters into a great achievement. The plea put forward by the Admiral in response to a request for a British gunboat at Newchwang, or rather Yingkow, was that none could be spared. This is difficult to believe, but if it be true then there is yet another proof of the inadequacy of our fleet on the Station. British interests there are, or at least were, undoubtedly at Newchwang. It seems that they are not worth much at the present moment, Newchwang trade being practically at an end. We fear that little trust will be put in the abilities of the Government to foster its restoration. The bare denial of neglect of British interests will, we fancy, leave the public cold and unenthusiastic about the Government's paternal care of British commercial interests in North China. The fact is that Lord Cranborne was in the uncomfortable position of having to explain away what was not really susceptible of explanation. That he succeeded ill is little to be wondered at. Undoubtedly there has been neglect of British interests at Newchwang. Whether it will be possible to make up for this in the "final settlement," of which we hear so much now, remains to be seen. Such a consummation will certainly not be attained by denying that such neglect has existed, and this is a point which ought to be brought strongly forward by those at home who are fighting the hard struggle on behalf of the China trade.

A match was played yesterday afternoon at Happy Valley between the Hongkong Hockey Club and a Royal Navy team. The game ended in a draw—two goals each.

A football match was played yesterday afternoon at Happy Valley between "A" Company, Royal Welsh Fusiliers, and an eleven from H.M.S. Isis. After a game all in favour of the latter, the sailors won by three goals to two.

A very successful concert in aid of the Royal Naval Canteen was given in the St. George's Hall last evening, when a well-versed programme of instrumental and vocal music was submitted to a large and appreciative audience, which included H. E. the Governor (Sir Henry Blake) and Lady Blake. Mrs. Maude, Mr. Also Marsh, and Mr. L. A. de Gracia (violin solo) were encouraged, as also was Mr. G. P. Lammer. A pleasing and what proved a very acceptable feature was the comic-singing of Mr. F. J. Walwyn, R.W.F. Mr. J. Mossop's recitation, "The Bilingual Beetle," was cleverly delivered. A fuller report of the concert will appear in our next issue.

We draw the attention of our readers to the notice in another column with regard to the Bazaar to be held on Friday afternoon at the City Hall, in aid of the funds for maintaining the Chinese Orphans of the Asile de la Sainte Enfance. The Bazaar is under the distinguished patronage of H.E. the Governor and Lady Blake. We need not mention that the French Sisters are doing an immense amount of good work amongst the poorer Chinese, and especially in the case of the orphans under their care. We are sure that the charitably disposed members of this cosmopolitan community will readily open their purses to swell the funds of the above-mentioned institution, which is deserving of every support.

The damage by the matched fire at Happy Valley on Monday afternoon figures out at something over \$300. The matched itself was valued at that sum.

H. M. S. Argonaut was at Amoy on the 8th inst., and the German cruiser *Bussard* at Swatow on the 10th inst., when the steamer *Formosa* left those ports for Hongkong.

Mr. Smith, the chief Engineer of the steamer *Parika*, who is well known in the China coasting trade, mysteriously disappeared from the vessel on the 26th ult. while she was at anchor near to the Rangoon pilot brig.

According to Shanghai reports, the Allies carried away everything portable from the Western Tombs at I-chow. Only slight damage has been done at the Eastern Tombs. The caretakers prudently decamped at the first appearance of the Allies.

Mr. H. C. Ashman, the Manager, appeals to the public for evergreens, Scriptural wall texts, and other reasonable decorations for the Star Seamen's Coffee House, D'Agular Street, so as to render the dining and reading rooms bright and cheerful for the seamen visiting them during the Christmas season.

The British steamer *Royalist*, which was in Hongkong a short time ago, has been chartered to the American government as a Philippine transport, together with the *Buchingham*. She was secured by F. Waterhouse, of Victoria, B.C., who re-chartered her to the United States government. The *Royalist* has a capacity of 7,900 tons.

An old and tried friend has returned to Hongkong in the person of Mr. N. Lazarus, the well-known oculist and optician, who, after paying us a visit early in the year, travelled to London, whence he has now returned to the Far East once more. Mr. Lazarus will be found at a new address, for he is now to be consulted in his rooms at the establishment of Messrs. R. Houghton & Co. in our main thoroughfare.

We regret to have to record the sudden death from failure of the heart, at the age of 70, of Mr. Januario A. de Carvalho, which took place at his residence, 14, Arbuthnot Road, yesterday morning. The deceased was one of the oldest residents of Hongkong, and was highly respected and esteemed among the Portuguese community. He was for thirty-eight years in the Civil Service of this colony, and his last appointment, before taking his pension about seven years ago, was cashier at the Colonial Treasury. He was also a Justice of the Peace. The funeral took place yesterday afternoon at the Happy Valley, and was very numerously attended by the relatives and friends of the deceased.

The two natives of Madras who obtained Rs. 70,000 from the Bombay branch of the Chartered Bank, on a forged draft purporting to have been issued by the Madras office, as reported in these columns some time ago, have been tried at the Madras High Court Sessions, by the Chief Justice and a special jury. One of the prisoners was a clerk in the Madras branch of the Bank, whose special duty it was to look after the drafts. Both the prisoners were found guilty. The man who presented the draft and received the money was sentenced to seven years' rigorous imprisonment, and to pay a fine of Rs. 7,000. The second accused, his brother, was sentenced to pay a fine of Rs. 5,000. The fines, if recovered, will be paid to the Bank as compensation, and if the money is not forthcoming the prisoners will have a further year's rigorous imprisonment each.

It was stated in a home contemporary that the late Maharajah of Patiala was on an equal footing as regards salutes with the princes of Gwalior, Indore, and Hyderabad. The Nizam, as the ruling monarch of Hyderabad is termed, is the premier prince of her Majesty's Indian Empire, addressed the Viceroy as "My Friend," and is entitled to a salute of twenty-one guns. Scindia, i.e., the Maharajah of Gwalior, our recent visitor, is entitled to nineteen guns, but to twenty-one guns within his own territory. The same applies to Holkar, i.e., the Maharajah of Indore. "Scindia" and "Holkar" are titles used just as Mr. Cameron, of Lochiel, on coming into the estates is called "Lochiel." The Maharajah of Patiala was only a seventeen-gun prince. Great exactitude is preserved in firing of the correct number of guns. Some of the nine-gun chiefs always travel taking two cannons with them, to ensure being properly saluted.

To control the spread of the plague, disinfection is the only compulsory measure adopted in Calcutta, and more than one of the plague doctors within the Indian capital refuse to pin their faith upon the efficacy of disinfectants. They point out, says the Calcutta correspondent of the *Bangalore Gazette*, that rooms in which plague cases have occurred are empty when disinfected, that clothing and the personal effects of patients are never found, that disinfecting operations are confined to the infected room, that more than one room may be infected by a single patient, that it is almost impossible to deal with the quantities of grain and food supplies and other articles stored in infected places. Under these circumstances it is difficult to determine the actual part played by disinfection in preventing the spread of plague in Calcutta. We are told, adds the correspondent, that the experiment of inoculating the population of Calcutta was not permitted a fair trial. A patient died after inoculation, who had been affected with plague before he was inoculated. This brought the experiments to an abrupt termination, so that the authorities in Calcutta are unable to form a reliable opinion as to the efficacy of inoculation.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 11th December, 8.16 p.m.

## NEW GOVERNOR OF KIANGSU.

Sung Shan, the New Governor of Kiangsu, was lately Governor of Kiangsi, where thirty-eight Roman Catholic Mission stations were riotous, only three being spared.

## THE IMPERIAL COURT—DOWA-GE'S THREAT.

A Hsinfu despatch reports that the Emperor Dowager threatens summary vengeance on whoever suggests returning to Peking, while the Emperor is anxious to return.

LONDON, 10th December, 7.50 p.m.

## THE GOVERNMENT AND THE SHANHAIKWAN RAILWAY QUESTION.

Replying to Mr. Walton, Viscount Cranborne said that he understood that the present disposition by the Allies of the Shanhaikwan railway was purely temporary, and that the matter was engaging the Government's attention.

## ACTIVITY OF THE EASTERN CHINA RAILWAY CO.

The *Rossiya* announces that the Eastern China Railway authorities have ordered six steamers for the Far East.

## REUTER'S SERVICE.

LONDON, 9th December.

## GERMANY—GREAT BRITAIN AND THE SOUTH AFRICAN REPUBLICS.

In the German Reichstag, Minister Posadowsky, replying to a complaint about the non-reception of Mr. Kruger, said that the Chancellor was responsible for the peace of Germany; perhaps for that of the world, and must not be swayed by popular sentiment.

## THE BRITISH ARMY ESTIMATES.

Supplementary Army estimates amount to £16,000,000.

## BRITISH SOUTH AFRICA.

Mr. Chamberlain, speaking in the House of Commons, said he expected that a constitutional Government would be possible in the Orange River Colony sooner than it would be so in the Transvaal. The institutions of both States would be respected apart from the correction of abuses. Arikanders appointed to all posts where it was safe to do so, and that the Government would do its utmost to hasten a settlement. Mr. Agnew and Mr. Campbell-Bannerman cordially approved of the statement, and the newspapers are unanimous in their praise.

## GREAT BRITAIN AND THE CHINA CRISIS.

Viscount Cranborne, in reply to Mr. Walton, denied that British interests had been neglected at Newchwang, and ridiculed the idea of not demanding the punishment of Chinese officials and a money indemnity. He said that the Powers were entitled to a just reparation for their wrongs.

## BRITISH SOUTH AFRICA.

In order to prevent food going to the enemy Johannesburg is being entirely surrounded by barbed wire with only five exits, all of which are guarded. The surrounding country is being cleared and the population all brought within a huge laager on the Race Course.

General Knox, whilst pursuing Commandant De Wet in a most determined manner, had to abandon his baggage and supplies.

## LORD ROBERTS SAILS FOR ENGLAND.

Lord Roberts has left Capetown for home.

## LOCAL MOVEMENTS.

The British transport *City of Cambridge* and *Penarth* left yesterday, the former for South Africa and the latter for Shanghai.

The Japanese cruiser *Isami* left yesterday for Amoy.

The Italian transport *Giava* left for Singapore.

## THE DRAMATIC SEASON.

Playgoers will have a variety of entertainments provided for them during the present season. The Taylor-Carrington troupe play from the 26th December to the 8th January, when the Pollard troupe are due, and the latter hold possession of the boards until the end of that month.

The Amateur Dramatic Club will occupy the Theatre during the month of February, and will give as usual six performances of the comic opera *His Excellency* (by W. S. Gilbert and Dr. Osmond Carr) on the following dates—11th, 12th, 14th, 16th, 21st, and 23rd February.

In March the Dallas Co. are due with a first-rate Comedie Opera Company, amongst their most successful pieces being *San Toy* and *The Belle of New York*.

In April Mr. Robert Brough's talented company will be with us. *The Gay Lord Ques*, *Lord and Lady Algy*, and other popular pieces will be played.

## SUPREME COURT.

Monday, 11th December.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

CHAN HUNG TONG V. POON HUNG, SUEB FOR AND ON BEHALF OF HIMSELF AND ALL OTHERS THE PARTNERS IN THE YU TSEUNG SHING FIRM.

This is a claim for \$1,970.40, money lent and interest thereon.

Mr. J. J. Francis, Q.C. (instructed by Messrs. Wilkinson and Grist) appeared for the plaintiffs, and Mr. H. E. Pollock, Q.C. (instructed by Messrs. Doucon and Hastings), for the defendants.

The hearing of the evidence for the defence was continued, and the hearing was further adjourned.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (ACTING JUDGE).

ON KEE V. KENNEDY.

In this case the plaintiff sought to recover \$19.75 for work done. There was a counterclaim for \$42, the price of materials damaged.

Mr. Looker appeared for the plaintiff, and Mr. Hays for the defendant.

Mr. Looker said that both suits arose out of the same transaction. The plaintiff in the first suit was On Kee, a Chinese tailor, who did some work for Mrs. Kennedy which she did not pay for and she had brought a counterclaim against him for spoiling certain materials.

Mr. Hays said that \$18 was admitted to be due and this had been paid into court.

Mr. Looker said he had had no notice of this; perhaps his friend would state in what respect he paid the \$18 in and how he made it out.

Mr. Hays said he was perfectly willing to do this. He had a statement with him showing how the \$18 was made up and the items which were disputed.

Mr. Looker, after consulting with his client, said he did not accept the \$18.

His Lordship intimated that he would hear both suits together.

Young Ah Han said he was a working tailor. In September last he was working in the house of Mrs. Kennedy until October. In the early part of October the defendant gave him some materials to make up. Witness stated what those materials were and how they were made up, adding that the different articles of clothing were tried on before they were finished, and that Mrs. Kennedy had said that they were all right when delivered to her. She had, however, refused to pay for them.

Mr. Hays said the objection raised to the bill was simply and solely this, that the work was so badly done that the articles of clothing complained of were utterly unfit to be worn. They could be produced in court, and ocular demonstration of the bad fit could be given.

During the cross-examination of the witness by Mr. Hays the latter suggested that Mrs. Kennedy should try on one of the articles of clothing complained of—a black blouse. This she did, and it was seen to be considerably too small.

Only one witness was called for the plaintiff. Mrs. Kennedy gave evidence on the other side. She said that when she saw the articles of clothing in question she did not like them and sent them back to the plaintiff, who told her to have them cut down for her daughters, which of course she refused to do. The plaintiff said he had had so much work to do that he had sent the clothing elsewhere to be made, and that that was the reason they were not right.

In being cross-examined by Mr. Looker, Mrs. Kennedy said that none of the blouses or bodices would meet. The bodice which she sent to the plaintiff as a pattern fitted her all right.

Mrs. Anita D'Almeida, a dress-maker residing in Elgin Road, Kowloon, said she remembered being sent for by Mrs. Kennedy to look at some blouses, etc., made for her by a Chinese tailor. She saw Mrs. Kennedy try on the black blouse produced. It did not fit her well, being too small and too tight. More cloth would be required to let it out. Mrs. Kennedy could not have worn the blouse. Witness also gave evidence as to the other garments and the cost of the materials used, stating that none of them fitted properly.

In the first case his Lordship gave judgment for On Kee for the amount claimed, and in the second case for Mrs. Kennedy for \$21.75.

## POLICE COURT.

Tuesday, 11th December.

BEFORE MR. HAZELAND.

## SUPPOSED KIDNAPPING.

A brothel-keeper and a man from Pakhoi were charged with kidnapping a girl of eighteen, the wife of the latter, for an unlawful purpose.

It transpired from the evidence that the husband had sold the girl "because he had not to eat." She came down to Hongkong (so she herself stated in the witness box), and was taken care of by the parties who had acquired possession of her, and who saw her settled in a boarding-house. There the girl was visited by the brothel-keeper, who ultimately purchased her for \$175, \$60 of which was to be paid down, and the balance on safe delivery. The brothel-keeper, with the husband, then took the girl to Canton—"to learn to talk"—but on the boat a Chinese detective "spotted" them. He questioned first one and then the other, and finding that the answers to the same questions were totally dissimilar, he arrested the man and woman in charge of the girl.

After hearing evidence, his Worship remarked that in this kind of case it was very difficult for one reason or another, to obtain a conviction. The girl, when placed in the witness-box, had emitted a declaration entirely different from the statement she made to the Chinese detective. The reason very probably was the fear held by her as to what might afterwards happen if she spoke truthfully and unreservedly. She had said that she herself came down to Hongkong, having been bought "to be a daughter," and this to a certain extent was borne out by the statement of the brothel-keeper that she purchased the girl with the intention of, for one reason or another, to obtain a conviction. There was an element of doubt in the case, and he must give the defendants the benefit of that doubt and discharge them.

## LEAVING WITHOUT NOTICE.

A coolie was charged with leaving his master's employment without giving due notice.

The complainant—a European—gave evidence, after which the magistrate imposed a penalty of \$10, with the option of a month's hard labour. The defendant, from necessity, took the money.

## NAVY YARD P.O. IN TROUBLE.

A police constable at the Navy Yard pleaded guilty to absconding himself from duty on the 8th inst. without first going through the formality of obtaining leave. His neglect in this respect cost him \$25 or a month's hard labour. He went to prison.

## BEFORE MR. KEMP.

THROWING A BRICK.

Joe Hansen, a Danish seaman, pleaded not guilty to being drunk and disorderly in the Western Hotel on the 10th inst.

The proprietor of the hotel said he saw a brick come through the doorway and strike a customer on the back. Witness hurried out and saw the defendant running away. He was pursued and arrested in a doorway where he tried to hide.

The man who was struck said he also ran out and saw the defendant clearing off. He pursued and arrested him. Witness did not see the brick thrown, nor could he say whether the defendant was drunk or not.

Defendant, when asked if he had anything to say, replied—"I was too drunk to remember anything."

He was asked to pay \$5, or go to prison for 14 days. He went.

## ROW IN A SLAUGHTERHOUSE.

Three Chinese butchers employed at the Kennedy Town slaughter-house indignantly repudiated the suggestion that they had assaulted one of their fellow-workers, another butcher.

The complainant stated that the defendants, with about ten others of whom ran away on the arrival of a constable—assaulted him with firewood and bamboo.

The accused were each bound over in a sum of \$50 to keep the peace for six months.

## NOTIOUS SOLDIERS.

Samuel Cooper and Harry Smith, gunners in the Royal Artillery, were charged, first, with damaging crockery in an eating-house, to the value of \$5, and second, with behaving in a noisy and disorderly manner, whilst drunk, on the 10th inst.

They admitted being drunk, but denied breaking the crockery.

The complainant stated that the two men, after they had been served refused to leave. They upset a table, breaking all the dishes, and the first defendant picked up a metal stand and threw it into the road. There was a third man, who got away.

P. C. David said the defendants assaulted him when he attempted to arrest them. The third man was rescued by some policemen.

The first defendant was fined in all \$8 or 14 days, with \$2 compensation to the complainant; the second defendant, \$5 or 8 days, with 50 cents compensation.

Cooper was further charged with wilfully damaging the padlock in his cell at the Central Police Station, and was fined \$2 or 8 days. They went to prison.

## AN OLD OFFENDER.

Wong Fuk, with fourteen previous convictions against his name, was sent to prison for six months, with, in addition, twelve strokes of the birch, for stealing a blanket, value \$4, the property of a shop-keeper in Sin Wing Lane.

## A.D.C. PERFORMANCE IN AID OF THE ITALIAN CONVENT.

We are requested to publish the following statement:—THE HONGKONG AMATEUR DRAMATIC CLUB IN ACCOUNT WITH THE HON. TREASURER.

## PERFORMANCE IN AID OF THE ITALIAN CONVENT.

To booking office expenses (Comptroller City Hall) \$ 8.00

To ticket and advertisements (China M.F.) 8.00

To rent of Theatre (City Hall Committee) 31.75

To programmes, etc. (Messrs. Gaudes & Co.) 7.25

To advertisements (Hongkong Daily Press) 4.55

To hire of furniture (Messrs. Chang & Co.) 7.00

To sundries 4.30

To balance paid to Mother Superior 646.00

\$725.50

By gross receipts \$725.50

\$725.50

E. W. MITCHELL, H. E. NICOLLE, Hon. Secretary, Hon. Treasurer.

C. H. GRACE, Hongkong Amateur Stage Manager.

11th December, 1900.

The thanks of the Committee are due to the above mentioned firms and others for having kindly consented to very largely reduce the charges, and to the undermentioned for having made no charges whatever.

The Colonel and Officers, R.W.F., for Band.

The Hongkong Telegraph Co. for advertisements.

The Robinson Piano Co. for hire of Piano.

The Hongkong High Level Tramways Co. for special cars.

The Hongkong and China Gas Company.

Mrs. Quinn and Staff of ushers.

The A.D.C. for refreshments.

## FUND IN AID OF SUFFERERS FROM THE TYPHOON.

The Hon. Treasurer begs to acknowledge receipt of the following amounts to the above Fund, and will be glad to receive further subscriptions.

Previously Acknowledged £50 & \$3,025.20







## NEW ADVERTISEMENTS

THE ON TAI MARINE INSURANCE COMPANY, LIMITED.  
(IN LIQUIDATION).

Messrs. HUGHES & HUGHES have received instructions from the Liquidator of THE ON TAI MARINE INSURANCE COMPANY, LIMITED, to offer for Sale by PUBLIC AUCTION, on

THURSDAY, the 20th December, 1900, at 3 o'clock P.M., on the Premises,  
All those very Valuable Pieces or Parcels of GROUND, centrally situated near the Harbour Office, in the Colony of Hongkong, and Registered in the Land Office as Sub-section No. 1 and 2 of Section D of Marine Lot No. 223, together with the Praya Reclamation thereto.

The Property will be offered for Sale in SIX LOTS as under—  
Lot No. 1.—All that very Valuable Piece or Parcel of GROUND registered and intended to be registered in the Land Office as Sub-section No. 1 of Section D of Marine Lot No. 223 and Section A of the Reclamation thereto with the Messuages and Tenements thereon known as Nos. 4, 6, 8, 10, 12, and 14, Des Vaux Road West (formerly Nos. 5, 6, 7, 8, 9, and 10, Praya West) together with a right of way over the proposed part of the said Reclamation, forming part of the said Reclamation, and as to Sub-section No. 2 of Section D of Marine Lot No. 223, as to the portion of the said Reclamation of 999 years from the 25th December, 1871, at the appraised Annual Crown Rent of \$58,000, and as to the premises Section A of the Reclamation thereto for the term of 999 years to be granted under the Praya Reclamation Ordinance, 1889.

Lot No. 2.—All that very Valuable Piece or Parcel of GROUND registered and intended to be registered in the Land Office as Sub-section No. 2 of Section D of Marine Lot No. 223 and Section A of the Reclamation thereto with the Messuages and Tenements thereon known as No. 18, Des Vaux Road West (formerly No. 11, Praya West) and No. 1, Tung Lok Lane, together with a right of way over the said proposed road. The premises contain an Area of 1,551 square feet or thereabouts and as to Sub-section No. 2 of Section D of Marine Lot No. 223 are held for the unexpired residue of the said term of 999 years at the appraised yearly Crown Rent of \$24,700, and as to Section A of the Reclamation thereto to be held for the residue of a term of 999 years to be granted under the Praya Reclamation Ordinance, 1889.

Lot No. 3.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section B of the Reclamation to Sub-section No. 2 of Section D of Marine Lot No. 223, and having a frontage to Connaught Road of 15 feet 24 inches or thereabouts and a depth on the West side of 127 feet 2 inches or thereabouts and on the East side of 128 feet 6 inches or thereabouts and an Area of 1,945 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of Ground shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Brown. The premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appraised yearly Crown Rent of \$40,000.

Lot No. 4.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section B of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 223 and having a frontage to Connaught Road of 16 feet 24 inches or thereabouts and a depth on the West side of 132 feet 6 inches or thereabouts and on the East side of 130 feet or thereabouts and an area of 1,966 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of Ground shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Green. The premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appraised annual Crown Rent of \$40,000.

Lot No. 5.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as Section C of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 223 and having a frontage to Connaught Road of 16 feet 24 inches or thereabouts and a depth on the West side of 130 feet or thereabouts and on the East side of 131 feet 6 inches or thereabouts and an area of 1,900 square feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of Ground shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Red. The premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appraised annual Crown Rent of \$40,000.

Lot No. 6.—All that very Valuable Piece or Parcel of Praya Reclamation GROUND fronting Connaught Road and intended to be registered in the Land Office as The Remaining Portion of the Reclamation to Sub-section No. 1 of Section D of Marine Lot No. 223 and having a frontage to Connaught Road of 16 feet and a depth on the West side thereof of 131 feet 6 inches or thereabouts and on the East side thereof of 133 feet or thereabouts together with a right of way over the said proposed road but subject to a right of way over the portion of the said Piece or Parcel of Ground shown on the said plan annexed to the Particulars and Conditions of Sale and thereon coloured Yellow edged with Blue. The premises are held under the Praya Reclamation Ordinance, 1889, for the term of 999 years to be granted thereunder at the appraised annual Crown Rent of \$40,000. Particulars and Conditions of Sale may be obtained of

Messrs. DEACON & HASTINGS,  
10, Queen's Road,  
Vendor's Solicitors, and of  
Messrs. HUGHES & HUGHES,  
The Auctioneers.  
Hongkong, 12th December, 1900. [3127]

## NEW ADVERTISEMENTS

NOTICE.  
MR. SCHARF JEWELLER, of 17, Queen's Road, begs to notify his patrons that owing to sudden sickness he will be unable to attend to business for the next few days.  
Hongkong, 12th December, 1900. [3128]

**EYE-SIGHT.**  
MR. N. LAZARUS,  
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central (R. HOUGHTON & Co.)  
(Nearly opposite the HONGKONG HOTEL).  
Business Hours: 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eye—the many years of 'Eye Strain' ending in various forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly reading, headaches, spoils of vision, when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eye requiring glasses only for correction and care. MR. LAZARUS supplies his SPECTACLES only after testing the sight.  
ADVICE FREE. [3128]

**NORTHERN PACIFIC STEAMSHIP COMPANY.**  
NOTICE TO CONSIGNEES.  
STEAMSHIP "DUKE OF FIFE."  
FROM TACOMA, VICTORIA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.  
Consignees are required to sign Average Bond which is lying in the Office of the undersigned and pay deposit of 5 per cent. on the value of their goods.  
Cargo impounding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 11th December, 1900. [16]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship  
"FORMOSA,"  
Captain Hodgins, will be despatched for the above ports TO-MORROW, the 13th inst., at DAWLIGHT.  
For Freight or Passage, apply to  
DOUGLAS LAPEL & CO.,  
General Managers.  
Hongkong 11th December, 1900. [3123]

**COMPAGNIE DE NAVIGATION TONKINOISE.**  
FOR QUANG TRUEN WAN, KOHOW, PAKHOI AND HAIPHONG.  
(Taking Cargo at through Rates for HANOI, NAM-DINH, DAP-CAU, VIM, YEN-BAY, LAOKAY and other Provinces of Tonkin.)  
THE Steamship  
"HUE,"  
Captain Godman, will be despatched for the above ports on WEDNESDAY, the 14th inst., at 10 A.M.  
The attention of Passengers is directed to Superior Accommodation offered by this Steamer. First-class Cabins and Saloon are situated above the main deck amidships and special attention has been paid to ventilation which renders the Saloon delightfully cool in Summer.  
The Saloon and Cabins are lighted through-out by Electricity.  
For Freight or Passage, apply to  
A. R. MARTY,  
2, Pedder's Street.  
Hongkong, 12th December, 1900. [3129]

**THE OSAKA SHOSHEN KAISHA, LIMITED.**  
FOR SWATOW, AMOY, AND TAIWANFOO.  
THE Company's Steamship  
"ANPING MARU,"  
Captain S. Azeumi, will be despatched for the above ports on WEDNESDAY, the 20th December, at DAWLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 12th December, 1900. [1443]

**THE S/S L. II British Bark**  
"R. MORROW,"  
Captain Douglas, having arrived, is now loading here for the above port and will have quick despatch.  
For Freight, apply to  
AENHOLD, KARBURG & CO.,  
Hongkong, 12th December, 1900. [3125]

**GOVERNMENT BILLS.**  
TENDERS for SPECIE, MEXICAN DOLLARS, current in this Colony, and drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 A.M. TO-DAY (WEDNESDAY), the 12th inst.

The Tenders to state the total amount required (in Pounds Sterling) and the amount for which each Bill should be drawn, but no sums will be issued for sums less than £100.  
The Tenders to be in Duplicate and in sealed covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed "TENDERS FOR GOVERNMENT BILLS."  
The right to accept or reject any or all of the Tenders is reserved.  
S. D. CROOKENDEN,  
Colonial Chief Paymaster, China.  
Her Majesty's Treasury Office,  
Queen's Road,  
Hongkong, 6th December, 1900. [3118]

**THE HONGKONG ELECTRIC COMPANY, LIMITED.**  
NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Company's Office, No. 12 and 14, Des Vaux Road, Victoria, in the Colony of Hongkong, on MONDAY, the 24th day of December, 1900, at 3 o'clock in the afternoon, when the subjoined Resolutions which were passed at the Extraordinary General Meeting held on the 8th day of December, 1900, will be submitted for confirmation as Special Resolutions.

**RESOLUTIONS.**  
1.—That the Capital of the Company be increased by the creation and issue of 60,000 New Ordinary Shares of \$10 each, with the sum of \$8 paid up on each, and that the Directors be empowered and authorised to accept surrenders of the present 60,000 Ordinary Shares of the Company of \$8 each on which the sum of \$8 each has been paid up, and that one New Share of \$10, with the sum of \$8 paid up thereon, be given in lieu of and in exchange for each old share of \$8 paid up, and that thereupon the said old shares be cancelled.  
2.—That of the remaining \$2 payable in respect of each of the New Shares, the sum of \$1 be paid on the surrender of the old share, and that the residue be (if necessary) called up and paid at such times and in such instalments as the Board may determine.  
By Order of the Board of Directors.  
W. H. GASKELL,  
Secretary.  
Hongkong, 10th December, 1900. [3110]

**THE "STAR" FERRY COMPANY, LIMITED.**  
NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the "Star" Ferry Company, Limited, will be held at the Company's Office on the 28th December, 1900, at 12.15 P.M.  
1.—To consider and if thought fit approve the draft New Regulations which will be submitted to the Meeting and in the event of the approval thereof with or without modifications or alterations.  
2.—To consider and if thought fit to pass a Resolution to the effect "that the New Regulations already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby approved and that such Regulations be and the same are hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof."  
A Copy of the proposed New Regulations may be seen at the Company's Office.  
Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.  
By Order of the Board.  
EDWARD OSBORNE,  
Secretary.  
Hongkong, 5th December, 1900. [3071]

**SHAREHOLDERS**, who have not yet PAID the Call of \$3 per Share on the New Issue of Shares, due on 1st instant, are hereby reminded that same should be paid forthwith and Scrip sent in to the Company's Office for endorsement, and notice is hereby given that, in accordance with the provisions of the Company's Articles of Association, interest at the rate of 12 per cent. per Annum from 1st inst. till date of payment will be charged on all such calls outstanding after this date.  
By Order.  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 18th November, 1900. [2993]

## PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.  
NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office, Queen's Road Central, Victoria, Hongkong, on THURSDAY, the 20th day of December, 1900, at TWELVE O'CLOCK NOON, when the subjoined Resolution, which was passed at an Extraordinary General Meeting of the Company held on the 4th December, 1900, will be submitted for confirmation as a Special Resolution.

**RESOLUTION.**  
That the Regulations approved by this meeting and for the purposes of identification subscribed by the General Managers be and the same are hereby approved, and that such Regulations be and they are hereby adopted as the Regulations of the Company to the exclusion of all existing Regulations thereof.  
By Order.

A. H. MANCELL,  
Secretary.  
Hongkong, 5th December, 1900. [3070]

**THE HONGKONG COTTON SPINNING, WEAVING & DYING COMPANY, LIMITED.**

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the Company's Office, No. 4, Pedder Street, Victoria, Hongkong, on SATURDAY, the 22nd December, 1900, at 12 O'CLOCK NOON, when the subjoined Resolution will be proposed. Should the resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

**RESOLUTION.**  
That the following Section be substituted for Section 2 of Article XVI, namely:—  
"2.—The General Managers may from time to time advance and lend for the purposes of the Company such monies as they may think necessary or desirable, at such rate of interest, and upon such terms as they may think fit, but so that the total amount for the time being so advanced and lent shall not at any one time exceed the sum of Two Millions of Dollars. All advances and Loans which up to the date hereof have been made by the General Managers for the purposes of the Company are hereby deemed to be, and shall be part of and included in the said sum of Two Millions of Dollars, and as security for the said sum of Two Millions of Dollars and every part thereof the General Managers may from time to time mortgage or charge all or any or either or any part or part of the Company's Property, Land, Stock-in-trade, Machinery, Goods, Chattels and Effects."  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 7th December, 1900. [3068]

**THE PUNJON MINING COMPANY, LIMITED.**  
NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Company's Office, Nos. 12 and 14, Des Vaux Road, Victoria, in the Colony of Hongkong, on MONDAY, the 24th day of December, 1900, at 3 o'clock in the afternoon, when the subjoined Resolutions which were passed at the Extraordinary General Meeting held on the 8th day of December, 1900, will be submitted for confirmation as Special Resolutions.

**RESOLUTIONS.**  
1.—That the Capital of the Company be increased by the creation and issue of 60,000 New Ordinary Shares of \$10 each, with the sum of \$8 paid up on each, and that the Directors be empowered and authorised to accept surrenders of the present 60,000 Ordinary Shares of the Company of \$8 each on which the sum of \$8 each has been paid up, and that one New Share of \$10, with the sum of \$8 paid up thereon, be given in lieu of and in exchange for each old share of \$8 paid up, and that thereupon the said old shares be cancelled.  
2.—That of the remaining \$2 payable in respect of each of the New Shares, the sum of \$1 be paid on the surrender of the old share, and that the residue be (if necessary) called up and paid at such times and in such instalments as the Board may determine.  
By Order of the Board of Directors.  
W. H. GASKELL,  
Secretary.  
Hongkong, 10th December, 1900. [3110]

**THE NATIONAL BANK OF CHINA, LIMITED.**  
AUTHORIZED CAPITAL.....£1,000,000  
PAID-UP CAPITAL.....£ 324,374  
RESERVE FUND.....£ 30,000  
BANKERS:  
The Bank of England and the Capital and Counties Bank, Limited.  
General Manager—F. C. BISHOP.  
INTEREST ALLOWED.  
On Current Accounts.....2 per cent.  
Fixed Deposits.....4 " 6 " 12 " 24 " 36 " 48 " 60 " 72 " 84 " 96 " 108 " 120 " 132 " 144 " 156 " 168 " 180 " 192 " 204 " 216 " 228 " 240 " 252 " 264 " 276 " 288 " 300 " 312 " 324 " 336 " 348 " 360 " 372 " 384 " 396 " 408 " 420 " 432 " 444 " 456 " 468 " 480 " 492 " 504 " 516 " 528 " 540 " 552 " 564 " 576 " 588 " 600 " 612 " 624 " 636 " 648 " 660 " 672 " 684 " 696 " 708 " 720 " 732 " 744 " 756 " 768 " 780 " 792 " 804 " 816 " 828 " 840 " 852 " 864 " 876 " 888 " 900 " 912 " 924 " 936 " 948 " 960 " 972 " 984 " 996 " 1000 " 1012 " 1024 " 1036 " 1048 " 1060 " 1072 " 1084 " 1096 " 1108 " 1120 " 1132 " 1144 " 1156 " 1168 " 1180 " 1192 " 1204 " 1216 " 1228 " 1240 " 1252 " 1264 " 1276 " 1288 " 1300 " 1312 " 1324 " 1336 " 1348 " 1360 " 1372 " 1384 " 1396 " 1408 " 1420 " 1432 " 1444 " 1456 " 1468 " 1480 " 1492 " 1504 " 1516 " 1528 " 1540 " 1552 " 1564 " 1576 " 1588 " 1600 " 1612 " 1624 " 1636 " 1648 " 1660 " 1672 " 1684 " 1696 " 1708 " 1720 " 1732 " 1744 " 1756 " 1768 " 1780 " 1792 " 1804 " 1816 " 1828 " 1840 " 1852 " 1864 " 1876 " 1888 " 1900 " 1912 " 1924 " 1936 " 1948 " 1960 " 1972 " 1984 " 1996 " 2000 " 2012 " 2024 " 2036 " 2048 " 2060 " 2072 " 2084 " 2096 " 2108 " 2120 " 2132 " 2144 " 2156 " 2168 " 2180 " 2192 " 2204 " 2216 " 2228 " 2240 " 2252 " 2264 " 2276 " 2288 " 2300 " 2312 " 2324 " 2336 " 2348 " 2360 " 2372 " 2384 " 2396 " 2408 " 2420 " 2432 " 2444 " 2456 " 2468 " 2480 " 2492 " 2504 " 2516 " 2528 " 2540 " 2552 " 2564 " 2576 " 2588 " 2600 " 2612 " 2624 " 2636 " 2648 " 2660 " 2672 " 2684 " 2696 " 2708 " 2720 " 2732 " 2744 " 2756 " 2768 " 2780 " 2792 " 2804 " 2816 " 2828 " 2840 " 2852 " 2864 " 2876 " 2888 " 2900 " 2912 " 2924 " 2936 " 2948 " 2960 " 2972 " 2984 " 2996 " 3000 " 3012 " 3024 " 3036 " 3048 " 3060 " 3072 " 3084 " 3096 " 3108 " 3120 " 3132 " 3144 " 3156 " 3168 " 3180 " 3192 " 3204 " 3216 " 3228 " 3240 " 3252 " 3264 " 3276 " 3288 " 3300 " 3312 " 3324 " 3336 " 3348 " 3360 " 3372 " 3384 " 3396 " 3408 " 3420 " 3432 " 3444 " 3456 " 3468 " 3480 " 3492 " 3504 " 3516 " 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Low Prices: 37, 39, Wellington.

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Proprietors of the following  
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WILLIAM WHEAT Manager.

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A CHEE & CO., Established 1851.  
Every Household Requisite  
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Diamond Jewellers and Watchmakers, 40,  
Watson's Building, 11a, Praya. Also  
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thers: 88, Queen's Road Central.

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EASTERN ACCTYIE LIGHTING  
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description for the STYLISH LIGHT at  
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Enlargement, Ivory Miniatures, Oil  
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erate Rates, 26, Queen's Road East.

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Enlargement Groups, Views, etc.; Derel-  
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Bronze and Clay Enlargements, Work  
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HONGKONG  
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Dealer in Chinese, Indian and Japanese  
Goods, Silks, Woollen and Cashmere  
Shawls and other Sundry Goods; 4,  
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SSIAMULL ASSOMULL,  
Wholesale and Retail Importers and  
Exporters, India, Chinese and Japanese  
Silks, Cashmere Shawls and Ceylon  
Lace; 46, Queen's Road, Cl.

SILK LACE MANUFACTURERS  
BLUNCK,  
Exporters of Real Hand-made Torchon Laces  
in Silk, Linen and Cotton, Grasscloth and  
Silk Embroideries, Hand-made Silk  
and Linen Lace Curtains made to  
order; 17, Queen's Road, Central.

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E. BLACKHEAD & CO.,  
Navy Contractors, Shipbuilders, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,  
Navy Contractors, Ship Builders,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

KWONG SANG & CO.,  
Shipbuilders, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 144, Des Vaux Road.

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mission Agents and General Store-  
keepers, 43 and 45, Praya Central.

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Opposite Kuhn's Curio Store.

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Outfitters, Shirt Makers, Hatters, Hosiery,  
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Outfitters, Piece Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs; Opposite Post  
Office, Queen's Road Central.

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D. S. DADY BURJOE, "Los Filipinos,"  
Importer of the Best Manila Cigars; 25,  
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KRUSE & CO.,  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Fancy Goods, Agents,  
Connaught House, Queen's Road.

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H. PRICE & CO.,  
12, Queen's Road  
and Calle Anlogue, Manila.

WILLIAM MACLEOD, D.D.S.,  
DENTIST,  
BEACONSFIELD ARCADE.  
Hongkong, 10th November, 1900. [2861]

## COLD STORAGE

THE HONGKONG ICE COMPANY, LIMITED  
is now prepared to receive perishable pro-  
duce at Cold Storage at ELST POINT at  
Rate Rates.

WM. PARLANE,  
Manager.  
Hongkong, 17th February, 1899. [189]

## FOR SALE

NEW LEE ENFIELD 303 MATCH  
RIFLE COMPLETE.

ELBY'S SPORTING CARTRIDGES.  
EVERY KIND OF SPORTING RE-  
QUISITE.

WM. SCHMIDT & CO.,  
Gunsmiths.  
Hongkong, 22nd September, 1900. [1213]

## HOTEL

"BOA VISTA" HOTEL,  
MACAO.

THE only FIRST CLASS HOTEL in the  
Colony. Moderate terms by the day or  
month. European Management.  
MACAO is distant 40 miles West of Hong-  
kong and the journey is made each day (Sun-  
days excepted) by the magnificent Saloon  
Steamer "HEUNGSHAN" in 3 hours, leaving  
Hongkong at 2 P.M. and Macao at 8 A.M.  
Connection made by Company's Steamers to  
and from Canton.  
Tourists should not miss the chance of  
visiting this famous old City.  
For Terms, apply  
Telegraphic Address, "Boavista." [1240]

WHAT WOULD KRUGER HAVE THOUGHT?  
Few followers of football outside the confines  
of Lancashire and Yorkshire have any complete  
conception as to the merits and organisation of  
what is called the Northern Rugby Football  
Union, which is quite a distinct game and cor-  
poration from the Rugby Union with its head-  
quarters in London. Last Saturday one of the  
great matches of the Northern Union season  
was decided at Rochdale, when the rival forces of  
Lancashire and Yorkshire met in battle array in  
the presence of over 20,000 people distributed  
round a very large oval enclosure. Such a great  
and enthusiastic assembly proves conclusively  
that Northern Unionism—an embodiment of  
that which one of the monthly reviewers de-  
scribed as the warped sporting tendencies of  
the North—has vitality, and has come to  
stay. I was rather struck by the remark of a  
man in the crowd. He said: "It's astonishing  
what a hold football has nowadays. I should  
just like old Kruger to be brought here, blind-  
folded, and placed in the middle of the field.  
Then the bands should be removed from his  
eyes, and he would see just one Saturday after-  
noon game at one match. Then he should be  
told that there were probably a hundred  
matches each Saturday where the assemblies  
were not less than 1,000, and possibly extend-  
ed to 20,000. Surely his eyes would be opened  
and his dream of killing all the British would  
vanish." As this original proposition was made  
with earnest I looked to see what manner of  
man he was. He was just an ordinary work-  
man with the black grime of metals ingrained  
on his horny hands. A gathering of 20,000  
people is an inspiring spectacle, and contains  
the nucleus of a small army. I notice that  
there were also three county matches under the  
auspices of the Rugby Union played in large  
centres of population. Yet Durham and York-  
shire at West Hartlepool only attracted 7,000  
partisans, Gloucester and Cornwall at Bristol  
4,000 onlookers, and Cheshire against Lancashire  
at Birkenhead merely 2,000 devotees. There is  
no denying that the Northern Union, as it is  
generally described, has the sympathies of the  
masses and the well-to-do middle classes in the  
North—and I should not be surprised in the  
least if, in the course of time, Durham and  
Northumberland joined forces with the new  
body, in which event the North would be under  
one code of rules for the majority of the players  
and the spectators.

THE NORTHERN RUGBY FOOTBALL UNION.  
But let us glance back and see how this  
Northern Union has developed with giant  
strides. For some years the attitude of the  
Rugby Union towards professionalism became  
more and more uncompromising. So many of  
the working classes in the North being among  
the players, Yorkshire tried desperately hard  
to induce the authorities to sanction what was  
known as payment for "broken time"—that is  
a man should be paid by his club the wages he  
lost through playing football. But the Rugby  
Union, who only legislate for people with bank-  
ing accounts, and not for the bulk of humanity  
as they are, saw the futility of professional-  
ism which they fondly imagined did not exist.  
Eventually in 1895 twenty-two of the  
leading clubs of Lancashire and Yorkshire  
entered into a compact to break away from the  
Rugby Union, and to found a new Union—the  
Northern—its play amongst themselves and re-  
cognition payment for broken time. It was a  
courageous resolve for clubs like Bradford,  
Leeds, Halifax, Huddersfield, Oldham, War-  
rington, and Broughton Rangers, with great  
grounds and financial facilities, especially when  
Salford, Swinton, Leeds Parish Church, and  
others held aloof. But what happened? In the  
first year the Northern Union had a member-  
ship of 59, which in the second year increased  
to 90 clubs and county organisations were for-  
med in Lancashire, Yorkshire and Cheshire. As  
the official report for 1896-97 said, the develop-  
ment had been "wonderful." But what has  
been the progress since that date? Cumbe-  
land and Westmorland have joined Lancashire  
and Yorkshire, and there is a federation  
of about 150 clubs. The counties, save  
Westmorland, join in a little tourney, while  
in the spring 64 of the leading clubs partici-  
pate in a competition for a challenge  
cup. The play for the trophy is very keen,  
but interest in the game is sustained  
during the greater part of the campaign  
by a numerous series of matches conducted on  
the League principle, the teams being classified  
geographically so as to economise expenses and  
grouped according to ability so as to keep the  
interest alive. The Union itself last year had  
an income of over £4,000, and after giving away  
nearly £300 in the cause of charity they had a  
balance of over £1,500. From this it will be  
seen that the Northern Union has sprung up  
like a vast mushroom—but with much greater  
solidity of structure than the toothsome fungus.

THE ADVENT OF PROFESSIONALISM: NO  
WORK NO PLAY.

But the theory of payment for "broken time"  
worked out just as the Rugby Union anticipated,  
and in 1898 the Northern Union legalised pro-  
fessionalism, so that the vast majority of the  
players are paid men, with very remarkable  
distinctions from the Association footballer.  
Under the laws of the Northern Union every  
professional must follow his employment, for  
the rules say: "Every professional shall be in  
bona fide employment, and shall not be allowed  
to play Rugby football unless following such  
employment in a bona fide manner." Moreover,  
billiard-marking, waiting in licensed houses, or  
any duties in connection with a club are  
not recognised as genuine employments.  
In fact, the N.U. holds that if a man will not  
work he shall not be allowed recreation, for  
after all football is a profitable pastime to  
the operative, the artisan, and the clerk. The  
Northern Union detests loungers and it takes  
payment of any description during the close

[ALL RIGHTS RESERVED.]  
SPORT AND ANECDOTE.

## By AN OLD FOEY.

season, or the summer months. There is no  
doubt whatever that in the main these laws  
are obeyed, for a professional sub-committee  
meets every week to supervise the smallest  
details. If a club or a player offends no  
mercy is shown, the letter of the law being  
administered with draconian severity. The  
result is that the system works remarkably  
well. The men at the head of the Northern  
Union are shrewd and practical. They may  
not have ideals of the highest forms of sport,  
but at any rate they do not bury their  
heads in the sand that they may not see  
abuses. They recognised that professionalism  
was inevitable, and they have grappled with  
the problem of its regulation in a masterly  
manner. The open professionalism of the  
N.U. is more honest than the pseudo-  
amateurism which largely prevails in certain  
parts of England under the R.U. Some years  
ago the late Mr. Arthur Budd prophesied that  
professionalism meant handing over success to  
the best capitalised clubs, the continued migra-  
tion of players to the highest bidders, the sup-  
pression of indigenous talent, and the drainage  
of the clever from the village clubs. The  
challenge our competitors of the N.U. have  
been won by Batley, Oldham, and Swinton,  
Oldham being the only one of the three with a  
very large capital. Even in the leagues the  
richest have not always been the foremost.  
Moreover the migration of players is con-  
trolled by very rigid transfer laws, while despite  
the frequent importation of players from South  
Wales, native talent and village clubs are  
cultivated more assiduously than ever. All the  
leading Northern Union clubs have excellent  
reserve teams and competitions arranged for  
them. A local player has only to show ability  
to be drafted from the reserve into the first fif-  
teen. The Northern Union was built on the  
rock of common sense and is so well regulated  
that it is bound to succeed. The Rugby Union  
has every right to adhere to rigid amateurism,  
if it so wills, but on the other hand the North  
has every justification for honest professionalism.

A FAST, OPEN, AND SCIENTIFIC GAME.  
The keen legislators of the Northern Union  
have framed a game which is rather different  
from the old Rugby code—and I am bound to  
say that this new football is very attractive, as  
the Unionists have made the game faster, more  
open, more scientific, and more exciting. The  
line out has been abolished, and if the ball finds  
touch it is punted into play by the opposite side  
which kicked out. Hence, for a full back to be  
continually finding touch is the worst of play.  
The ball is constantly kept in the centre of the  
enclosure. An important innovation that the  
Northerners introduced was that the half-back  
must keep behind the rearmost forward in the  
scrums. All this leads to opening up the  
game, and the development of the four three-  
quarter system. Indeed there is little doubt that  
the N.U. clubs play four three-quarters nearly  
as well as the Welsh organisations—and had it  
been possible to requisition Northern Unionists  
for the international matches England would  
not have the humiliating record of the last few  
years. But that will never come to pass; amal-  
gamation is impossible. Again, the Northern  
Union has made the try the major factor in the  
game, for a try counts three points, and all  
kinds of goals but two points. This is simpli-  
city itself and gives the highest reward for the  
greatest work. It has always seemed to me the  
height of absurdity that under the Rugby Union  
a dropped goal should be more valuable than a  
hard-won try, and that a penalty goal should  
be the equal of a try. Under all these circum-  
stances I think the Northern Union has in  
some respects set the older organisation, the  
Rugby Union, an example which might well be  
followed were not this a prejudiced and a stiff-  
necked generation. It is certain that there is  
more combination, speed and headwork in the  
Northern Union game, and that the players  
require greater stamina and training than in the  
Rugby game. The gap between Lancashire  
and Yorkshire produced a remarkable  
exhibit of skill, and I have never seen finer  
three-quarter back play than that shown by the  
two Welshmen—Tom Williams, of Salford, and  
Sam Williams, of Oldham, coupled with Bob  
Valentine (Swinton), a younger brother of the  
famous Jim Valentine, and Archie Field, of  
Rochdale Hornets, who came from Northampton.  
This quartet would not disgrace an interna-  
tional team. Indeed, Tom Williams and "Dai"  
Davies, of Swinton, another Welshman by the  
way, showed the finest football on the field.  
For the last try of the match I should  
think Tom Williams ran for fifty yards,  
outdistanced and outpaced all his opponents,  
and finished by planting the ball on the ground  
behind the posts. Many an old Rugby Union  
campaigner said that he had never seen the like  
of it. 'Tis a pity such things should only be  
seen in the wicket North where the sporting  
tendencies of the people are so warped. At any  
rate a picked fifteen from the Northern Union  
would make a bold show against any of the four  
football countries in the British Isles, and hence  
the new Union must be accounted a power of  
the first magnitude.

A SCORN IN ASSOCIATION FOOTBALL.  
I am sore afraid that there is a great storm  
beating up on the horizon between the Foot-  
ball Association, the League and all subsidiary  
organisations of that kind. What is known as  
the transfer question has been agitating the As-  
sociation world for a long time. For some years  
it has been the custom of the great League  
clubs to buy, sell, or exchange players for sums

of money which go entirely to the clubs and not  
to the professionals. This buying and selling of  
players has occasioned severe criticism chiefly  
on sentimental grounds, but sentiment is after  
all the essence of sport. The Association has  
objected to this "traffic in flesh," this "white  
slavery," for clubs have sold players for hundreds  
of pounds—and that repeatedly. A commission  
consisting of Messrs. J. Clegg, C. Crump, and  
C. W. Alcock reported against the system  
nearly twelve months ago—and urged a uniform  
transfer fee not exceeding £10. This report  
was referred back, and on November 12th—  
Monday next—the Council will receive amended  
recommendations. The sub-committee favour  
clubs and players being allowed to enter into an  
agreement for any period that they mutually  
decide upon. They recognise arrangements  
already made with players provided no larger  
transfer fees be demanded than the amounts paid  
in acquiring those players. There are various  
other clauses, but the main points are that a  
profit shall not be made out of the men, and  
that a club cannot look upon its team as so  
much capital which can be realised at will.  
If such recommendations are passed by a two-  
thirds majority of the Football Association,  
I fear that the League clubs would never  
accept them. Apart from all ideas of buying  
and selling, let us take an imaginary case. An  
official of a League club sees a promising  
youth in a junior team, and gives him the  
chance of playing in first-class company with  
experienced men. In addition he offers the re-  
cruit a salary which the young man never  
dreamed of obtaining at all. Directly that an  
adult becomes a League player he obtains an  
added market value. Maybe he stays  
with his new masters for a few seasons.  
He has been trained, tutored, and received  
summarily wages. Possibly he may be elan-  
destinely approached by another organisa-  
tion and desire to leave the club which has  
brought him to the front—although there are  
many seasons of football in front of him. Are  
his foster-parents to receive nothing in con-  
sideration for what they have done, especially  
as they do not wish to lose his services? This  
is not a merely hypothetical case which is im-  
possible. It would not be difficult to state  
manifold reasons why there must be rigid trans-  
fer laws for all Association clubs, so far as pro-  
fessionals are concerned, and the only way to  
keep poachers and intriguers at a distance is to  
establish a money barrier. I believe in transfer  
fees—the higher the better—but I think the  
player ought to divide the sum which is realised  
by his club. By this means the professional  
would always have an interest in his advance-  
ment—apart from his wages.

DON'T COUGH—USE  
DON'T COUGH—USE  
DON'T COUGH—USE  
DON'T COUGH—USE  
DON'T COUGH—USE  
There is absolutely no remedy so  
speedy and effective. One Lozange  
along gives relief. Simple, but sure  
in action, they can be taken by the  
most delicate.

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KEATING'S LOZENGES.

If you cannot sleep for coughing,  
one Keating's Lozange will set you  
right. They at once check the  
cough and attack the cause. A  
sale for past 50 years (1849 sale  
was a record) proves them.

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medy for COUGHS, HOARSENESS and THROAT  
TROUBLES, are sold in Bottles by all Chemists  
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"I was for a long time troubled with sleepless-  
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made me feel as though I was going insane."  
The physicians could do nothing for me. I  
heard of some extraordinary cures effected by  
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trial. In five minutes after the first application,  
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enjoy a good night's rest. Sold at Re 1 per  
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FURNISHED HOUSE, near Bowes  
Road, 5 Rooms.  
Apply to—  
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Care of Office of this Paper.  
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For Terms and Particulars, apply to—  
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Secretary,  
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ENGLAND.  
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THE HONGKONG DAILY PRESS, WEDNESDAY, DECEMBER 12TH, 1900

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THE



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	ANTONOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	To-morrow.
LONDON	SOCOTRA	Brit. str.	—	T. H. Hild, R.N.R.	P. & O. S. N. Co.	On or about 13th inst.
LONDON, &c. VIA PORTS OF CALL	CLYDE	Brit. str.	—	P. & O. S. N. Co.	P. & O. S. N. Co.	On 22nd inst., at Noon.
LONDON	CLYDE	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	CLYDE	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 14th inst.
LIVERPOOL	CLYDE	Brit. str.	—	Edmondson	BUTTERFIELD & SWIRE	On 14th inst.
BRUSSELS, VIA PORTS OF CALL	CLYDE	Brit. str.	—	O. Cappers	MELCHERS & CO.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	CLYDE	Brit. str.	—	Durando	MELCHERS & CO.	On 14th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	CLYDE	Brit. str.	—	G. E. P. Cook	MELCHERS & CO.	On 17th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	CLYDE	Brit. str.	—	A. Wagner	MELCHERS & CO.	On 28th inst., at Daylight.
HAVRE & HAMBURG	CLYDE	Brit. str.	—	Forst	MELCHERS & CO.	On or about 8th inst.
HAVRE & HAMBURG	CLYDE	Brit. str.	—	Schmidt	MELCHERS & CO.	On or about 20th inst.
HAVRE & HAMBURG	CLYDE	Brit. str.	—	Bakle	MELCHERS & CO.	On or about 20th inst.
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NEW YORK VIA PORTS AND SUEZ CANAL	CLYDE	Brit. str.	—	Hansen	MELCHERS & CO.	On 17th inst.
NEW YORK VIA SUEZ CANAL	CLYDE	Brit. str.	—	Douglas	MELCHERS & CO.	On or about 30th inst.
NEW YORK VIA SUEZ CANAL	CLYDE	Brit. str.	—	H. Pybus, R.N.R.	MELCHERS & CO.	On 19th inst.
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VANCOUVER, VIA SHANGHAI, &c.	CLYDE	Brit. str.	—	G. D. Bowles, R.N.R.	MELCHERS & CO.	On or about 11th inst.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	J. McIntyre	MELCHERS & CO.	On or about 30th inst.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	St. John George	MELCHERS & CO.	On 18th inst., at Noon.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	Anderson	MELCHERS & CO.	On 27th inst., at Noon.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	S. Saito	MELCHERS & CO.	On 5th Jan., at Noon.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	Th. Nissen	MELCHERS & CO.	On 15th inst., at Noon.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	J. McKenzie	MELCHERS & CO.	On 15th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	A. E. Mosses	MELCHERS & CO.	To-morrow, at 4 P.M.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	Harder	MELCHERS & CO.	On 21st inst., at Daylight.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	H. Fraser	MELCHERS & CO.	On 21st inst., at Noon.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	C. D. Bennett	MELCHERS & CO.	On 15th inst., at 5 P.M.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	G. W. Gordon, R.N.R.	MELCHERS & CO.	On 19th inst., at 10 A.M.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	K. Suzuki	MELCHERS & CO.	On 19th inst.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	Hodgins	MELCHERS & CO.	To-morrow, at Daylight.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	K. Hasagawa	MELCHERS & CO.	On 18th inst., at Daylight.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	S. Asumi	MELCHERS & CO.	On 20th inst., at Daylight.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	Quayle	MELCHERS & CO.	On 19th inst.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	Rohlf	MELCHERS & CO.	To-morrow, at 4 P.M.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	A. Ramsay	MELCHERS & CO.	To-morrow, at 5 P.M.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	Moore	MELCHERS & CO.	On 20th inst.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	Pennelfather	MELCHERS & CO.	On 17th inst.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	S. Yoshizawa	MELCHERS & CO.	To-day, at Noon.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	Sartorio	MELCHERS & CO.	On 14th inst., at Noon.
VICTORIA, B.C., & TACOMA VIA FOCHOW, &c.	CLYDE	Brit. str.	—	Tudd	MELCHERS & CO.	To-morrow, at Noon.

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(THE JAPAN MAIL SHIP COMPANY).

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HIBOSHIMA MARU	BOMBAY, VIA COLOMBO	On 14th inst.	On 14th Dec., at Noon.
INABA MARU	MASSILLON, APORE, PENANG, CO. PORT SAID	On 14th inst.	FRIDAY, 14th Dec., at DAYLIGHT.
KANAGAWA MARU	NAGASAKI, SPORE, YOKOHAMA	On 17th inst.	FRIDAY, 21st Dec., at DAYLIGHT.
YAWATA MARU	NAGASAKI, SPORE, YOKOHAMA	On 17th inst.	FRIDAY, 21st Dec., at NOON.
KINSHU MARU	SHANGHAI, K. YOKO, HAMA (Taking Passengers for CANAAN STATES, trans KOBE per s.s. Izo no M. thence 4th January)	On 17th inst.	SATURDAY, 22nd Dec., at 4 P.M.
SHINANO MARU	MASSILLON, APORE, PENANG, CO. PORT SAID	On 17th inst.	FRIDAY, 28th Dec., at DAYLIGHT.
ROSETTA MARU	SYDNEY and MRE, via MANILA, THUR, LAND, TOWNSVILLE (BANE)	On 17th inst.	FRIDAY, 28th Dec., at 4 P.M.

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A. S. MIHARA, Manager.

Hongkong, 3rd December, 1900. [12]

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LONDON	CLYDE	—	25th December, 1900.
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For Freight, apply to BUTTERFIELD &amp; SWIRE.

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Hongkong, 1st December, 1900.

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PORTS IN THE LEVANT, BLACK SEA, BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, ORLEANS, GALVESTON AND SOUTH AMERICAN.

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STEAMERS	SAILING DATES
KONIG ALBERT	WEDNESDAY 12th December.
PRINZ HEINRICH	WEDNESDAY 26th December.
PRINZESS IRENE	WEDNESDAY 9th January, 1901.
PREUSSEN	WEDNESDAY 23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 6th February, 1901.
SAOHSSEN	WEDNESDAY 20th February, 1901.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 6th March, 1901.
BAVERN	WEDNESDAY 20th March, 1901.
SUTHERLAND	WEDNESDAY 3rd April, 1901.
KONIG ALBERT	WEDNESDAY 17th April, 1901.
PRINZ HEINRICH	WEDNESDAY 1st May, 1901.
PRINZESS IRENE	WEDNESDAY 15th May, 1901.

ON WEDNESDAY, the 12th day of December, 1900, at the Steamship "KONIG ALBERT" of the NORDDEUTSCHER LLOYD, Capt. O. C. with MAILS, PASSENGERS SPECIE, and CARGO, will leave this Port at Noon, for SINGAPORE and GENOA. Shipping Orders will be granted till Noon on Monday, the 11th inst. Cargo and Specie will be received at the Agency's Office until Noon on Tuesday, the 12th inst. Contents of Packages are required. No Parcel Receipts will be given for less than 25.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS &amp; CO., AGENTS.

Hongkong, 29th November, 1900. [4]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP CO.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND ROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—19 knots.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 13th Dec., 1900.

"EMPEROR OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 16th Jan., 1901.

"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 13th Feb., 1901.

The magnificent TWIN-SCREW STEAMSHIPS of this Line, through the famous INLAND SEA OF JAPAN, and the LUXURANCE of ITS TRANSCONTINENTAL TRAINS, make the voyage from YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Pacific journey and make connection at Vancouver with the PACIFIC RAILWAY, which leave daily, across the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace the PACIFIC STEAMSHIPS (second to none in the World), the LUXURANCE of ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to R. E. BROWN, General Agent, Pender Street.

Hongkong, 22nd November, 1900. [9]

## SHIPPING.

## ARRIVALS.

Dec. 11, CHOYANG, British steamer, 1,134. Bowker, Shanghai 7th Dec, General.

Dec. 11, AIRLIE, British str., 2,500. St. John George, Yokohama 1st Dec, and Kobe 5th, General. GIBB, LIVINGSTON &amp; CO.

Dec. 11, FORMOSA, British str., 674. A. E. Hodgins, Tamsui 7th Dec, Amoy 8th and Swatow 10th, General.—DOUGLAS LAFFRAK &amp; CO.

Dec. 11, DUKE OF FIFE, British str., 2,416. J. S. Cox, Tacoma and Nanning 11th Nov, and Kobe 5th Dec, General.—DODWELL &amp; CO. LIMITED.

Dec. 11, HERMES, Norw. str., 819. J. C. Jensen, Hongkong 8th Dec, Coal.—EAST ASIATIC TRADING CO.

Dec. 11, HONGKONG MARU, Jap. str., 3,340. W. E. Fellman, San Francisco and Shanghai 9th Dec, Mails and General.—TOYO KIEN KAISHA.

Dec. 11, HUE, French str., 704. G. Godinan, Haiphong and Kwang-chow-wan 10th Dec, General.—A. E. MARTY.

Dec. 11, KONIG ALBERT, German str., 6,500. Cuppers, Shanghai 9th Dec, Mails and General.—MELCHERS &amp; CO.

Dec. 11, TAIWAN, British str., 1,109. Harder, Shanghai 8th Dec, General.—BUTTERFIELD &amp; SWIRE.

## CLEARANCES.

At the Harbour Master's Office.

11th December.

Chingtu, British str., for Singapore.

Amberia, German str., for Singapore.

Anying Maru, Japanese str., for Swatow.

Hochan, French str., for Hoihow.

Anying, British str., for Canton.

Gaele, British str., for Shanghai.

## DEPARTURES.

Dec. 11, IZUMI, Japanese cruiser, for Amoy.

Dec. 11, TIENTSIN, British str., for Shanghai.

Dec. 11, GAELE, British str., for San Francisco.

Dec. 11, ONSANG, British str., for Kobe.

Dec. 11, WOUSUNG, British str., for Swatow.

Dec. 11, PAKSHAN, British str., for Swatow.

Dec. 11, PRINZESS IRENE, German str., for Shanghai.

Dec. 11, PENARTH, British str., for Shanghai.

Dec. 11, CITY OF CAMBRIDGE, British str., for South Africa.

Dec. 11, GIARA, Italian str., for Canton.

Dec. 11, PELAYO, British str., for Canton.

Dec. 11, ANPINO, British str., for Canton.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—Tartar, Clara, H.M.S. Otter, Empress of Japan, H.M.S. Sandpiper, Haitan, Belgika.

COSMOPOLITAN DOCK.—Scindia, Argyll.

## SHIPPING REPORTS.

The British steamer Tartar, from Shanghai 8th Dec, had strong northerly breeze and fresh gale to Chapel Island; thence to port fresh to light breeze and clear weather.

The British steamer Airie, from Yokohama 1st Dec, and Kobe 5th, experienced moderate winds and fine weather to Kobe; thence to Goto Island fine weather and slight sea with moderate N.W. winds, which increased to a very heavy N.W. gale; at midnight on the 6th, with very high beam sea; at 4 a.m. on the 7th, gale to, gale increasing, with a very heavy sea; at 11 a.m., same date, put the ship before the wind, using oil with great success; at 5.40 p.m. put the ship on her course again, wind and sea moderating, a little oil still being used. On the 8th instant fresh gale and high sea continuing, but gradually moderating; at midnight, same date, fresh breeze and moderating sea, wind gradually shifting to the N.E. at 7.45 a.m. on the 9th Tung Junk 1st and ahead; fresh N.E. monsoon and following sea, wind and weather continuing the same to Lamook Island; thence to arrival moderate N.E. breeze and sea.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:

STATE OF MAINE, American ship, Colored—Standard Oil Co.

## VESSELS ON THE BERTH

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA

THE Company's Steamship

"SUISANG."

Captain Tadd, will be despatched as above TO-MORROW, the 13th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 7th December, 1900. [3004]

## FOR KOBE.

THE Steamship

"YEDO MARU."

Captain S. Saito, will be despatched as above TO-MORROW, the 13th inst., at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., Agents.

Hongkong, 7th December, 1900. [3005]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship

"YUENSANG."

Captain Rolfe, will be despatched as above TO-MORROW, the 13th inst., at 4 P.M.

This steamer has superior accommodation for First class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 7th December, 1900. [3090]

## FOR NAGASAKI AND WLADIVOSTOCK.

THE Steamship

"DAPHNE."

Captain Th. Nissen, will be despatched for the above port TO-MORROW, the 13th inst., at 4 P.M.

This Steamer has superior accommodation for First Class Passengers.

For Freight or Passage, apply to SIEMSEN &amp; CO., Agents.

Hongkong, 8th December, 1900. [3104]

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT

THE Company's New Steamship

"DIAMANTE."

Captain A. Ramsay, will be despatched as above TO-MORROW, the 13th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES &amp; CO., General Managers.

Hongkong, 6th December, 1900. [3082]

## CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI

THE Company's Steamship

"TAIWAN."

Captain Harder, will be despatched as above on SATURDAY, the 15th inst., at 5 P.M.

The Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 11th December, 1900. [3117]

## FOR SHANGHAI

THE Steamship

"LYEEMOON."

will be despatched for the above port on SATURDAY, the 15th inst., at 5 P.M.

The Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to EAST ASIATIC TRADING CO., Agents.

Hongkong, 8th December, 1900. [3103]

## HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA, BALTIC PORTS, and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.

AMBRIA { HAVRE, BREMENHAVEN AND } About 8th } Freight.

Capt. A. Wagner { HAMBURG. } December.

(London with transshipment in Hamburg)

ARAGONIA { HAVRE &amp; HAMBURG } About 20th } Freight.



## VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Taro, Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship

"AIRLIE."  
Captain St. John George, will be despatched for the above ports on FRIDAY, the 14th December, at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 21st November, 1900. [2948]

## NAVIGAZIONE GENERALE ITALIANA

(FLORIO AND RUBATINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also YENICE and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

## THE Steamship

"BORMIDA."  
Captain Sartorio, will be despatched as above on FRIDAY, the 14th inst., at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 12th December, 1900. [7]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
ATCHESON, TOPEKA AND SANTA FE  
RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

TAKING CARGO AND PASSENGERS  
TO JAPAN PORTS AND  
HONOLULU.

THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH  
AMERICA, &c.

S.S. "CARLISLE CITY" ..... On 15th Dec.,  
3,002 Tons ..... at NOON.

S.S. "B. VERNICE" ..... On 25th Dec.

THE Steamship "CARLISLE CITY"  
will be despatched for SAN DIEGO and  
SAN FRANCISCO VIA MOJI, KOBE,  
YOKOHAMA and HONOLULU, on  
SATURDAY, the 15th December, at Noon.

Through Bills of Lading issued to any point  
in the United States.

Cargo will be received on board until 5 P.M.  
the day previous to sailing. Parcel Packages  
will be received at the Office until the same  
time. All parcels should be marked to address  
in full. Value of same is required.

Consular Invoices, to accompany Cargo destined  
to points beyond San Francisco, should be  
sent to the Company's Office, addressed to the  
Collector of Customs, San Diego.

For further information as to Freight or  
Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 11th December, 1900. [14]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR YOKOHAMA AND KOBE.  
THE Company's Steamship

"TSUNAN."  
Captain Anderson, will be despatched as above  
on SATURDAY, the 15th inst., at 4 P.M.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 11th December, 1900. [3044]

THE OSAKA SHOSHEN KAISHA,  
LIMITED.

FOR SWATOW, AMOY, AND  
TAMSUI.

THE Company's Steamship

"TAMSIU MARU."  
Captain K. Hasegawa, will be despatched for  
the above ports on SUNDAY, the 16th Decem-  
ber, at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 10th December, 1900. [15]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR CEBU AND ILOILO.  
THE Company's Steamship

"KALFONG."  
Captain Pennefather, will be despatched as  
above on MONDAY, the 17th inst.

The attention of Passengers is directed to  
the Superior Accommodation offered by this  
twin screw Steamer.

A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 11th December, 1900. [3114]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY."  
Captain E. G. Warren, will be despatched for  
the above port on MONDAY, the 17th inst.

For Freight or Passage, apply to  
MCGREGOR, REOS & GOW,  
Agents.  
Hongkong, 11th December, 1900. [2940]

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY, MADRAS,  
CALCUTTA, DJIBOUTI, EGYPT,  
MARSEILLES, MEDITERRANEAN  
AND BLACK SEA PORTS,  
LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 17th December, 1900,  
at 1 P.M., the Company's Steamship  
"ERNEST SIMONS" Captain Durand  
with Mails, Passengers, Specie and Cargo, will  
leave this port for MARSEILLES via ports  
of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London  
as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.

Shipping Orders will be granted till Noon.  
Cargo will be received on board until 4 P.M.,  
Specie and Parcels until 3 P.M. on the 16th  
December. (Parcels are not to be sent on board;  
they must be left at the Agency's Office.) Con-  
tents and Value of Packages are required.

For further Particulars, apply at the Com-  
pany's Office.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 8th December, 1900. [2]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR MANILA.  
THE Company's Steamship

"SUNGKIANG."  
Captain Moore, will be despatched as above  
on THURSDAY, the 20th inst.

The attention of Passengers is directed to  
the Superior Accommodation offered by this  
twin screw Steamer.

A duly qualified Surgeon is carried and the  
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 12th December, 1900. [3115]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AND AMERICAN PORTS.

THE Company's Steamship

"CLYDE."  
Captain A. L. Valentini, carrying Her  
Majesty's Mails, will be despatched from this  
port on SATURDAY, the 22nd December,  
at Noon, taking passengers and cargo for  
the above ports.

Specie and Valuables, all cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London; other  
cargo for London, &c., will be conveyed via  
Bombay with transshipment.

Parcels will be received at this Office until 4  
P.M. the day previous to sailing. The contents  
and value of all packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 10th December, 1900. [1]

SHAWAN TOMES & CO.'S NEW YORK  
LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE"  
will be despatched for the above port on or about  
the 30th December, 1900.

For Freight, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 8th December, 1900. [2858]

CANADIAN PACIFIC RAILWAY  
COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA,  
JAPAN AND EUROPE VIA CANADA  
AND THE UNITED STATES.

THE Company's Steamship

"TARTAR."  
Captain G. D. Bowles, R.N., will leave  
Hongkong on or about MONDAY, the 31st  
December, 1900.

For VICTORIA and VANCOUVER, B.C.  
(via INLAND SEA, KOBE and YOKO-  
HAMA).

Making close connection at Vancouver with  
the Canadian Pacific Railway for all points in  
Eastern Canada, the United States and Europe.

For Freight or Passage, apply to  
D. E. BROWN,  
General Agent, Hongkong.  
Hongkong, 10th December, 1900. [3108]

FOR NEW YORK VIA PORTS AND SUEZ  
CANAL.

With Liberty to Call at MANILA.  
THE Steamship

"HUDSON"  
will be despatched for the above port about the  
end of December, and will be followed by the  
Steamship "POLAR ST. JERNEN" about the middle of January, 1901.

For Freight, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 3rd December, 1900. [3105]

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
South Africa, in connection with Indo-  
China Steam Navigation Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars,  
apply to  
DODWELL & CO. LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

THE Company's Steamship

"AKASHI MARU."  
Captain K. Suzuki, will be despatched for the  
above ports on WEDNESDAY, the 19th  
instant.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 8th December, 1900. [2524]

UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.  
(ROB. M. SLOAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA."  
Captain Hansen, will be despatched for the  
above port on FRIDAY, the 21st December.

For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 8th December, 1900. [3098]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURS., Feb. 14, 1901, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 27th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
Agent.  
Hongkong, 5th December, 1900. [3]

OREGON AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
OREGON RAILROAD & NAVIGATION  
COMPANY.

PROPOSED SAILING FROM  
HONGKONG TO PORTLAND (OR.)  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN, KOBE  
AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS,  
THE UNITED STATES, AND  
CANADA.

THE Steamship

"ADATO."  
2,145, Captain J. McIntyre, will be despatched  
for or about 30th Dec., for PORTLAND (OR.)  
via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any point  
in the United States and Canada.

Cargo will be received on board until 5 P.M.  
the day previous to sailing. Parcel Packages  
will be accepted at the Office of the Underigned  
until the same time. All Parcels should be  
marked to address in full.

Value of same is required.

Consular Invoices, to accompany cargo  
destined to points beyond Portland (Or.), should  
be sent to the Company's Office, addressed to  
the Collector of Customs, Portland (Or.).

For further information as to Freight rates,  
&c., apply to  
ARNHOLD, KARBEG & CO.,  
Agents.  
Hongkong, 24th November, 1900. [2965]

## VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR POOCHOW VIA SWATOW AND AMOY.

## THE Company's Steamship

"AKASHI MARU."  
Captain K. Suzuki, will be despatched for the  
above ports on WEDNESDAY, the 19th  
instant.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 8th December, 1900. [2524]

UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.  
(ROB. M. SLOAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA."  
Captain Hansen, will be despatched for the  
above port on FRIDAY, the 21st December.

For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 8th December, 1900. [3098]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURS., Feb. 14, 1901, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 27th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
Agent.  
Hongkong, 5th December, 1900. [3]

OREGON AND ORIENTAL  
STEAMSHIP COMPANY.

IN CONNECTION WITH THE  
OREGON RAILROAD & NAVIGATION  
COMPANY.

PROPOSED SAILING FROM  
HONGKONG TO PORTLAND (OR.)  
AND SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN, KOBE  
AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS,  
THE UNITED STATES, AND  
CANADA.

THE Steamship

"ADATO."  
2,145, Captain J. McIntyre, will be despatched  
for or about 30th Dec., for PORTLAND (OR.)  
via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any point  
in the United States and Canada.

Cargo will be received on board until 5 P.M.  
the day previous to sailing. Parcel Packages  
will be accepted at the Office of the Underigned  
until the same time. All Parcels should be  
marked to address in full.

Value of same is required.

Consular Invoices, to accompany cargo  
destined to points beyond Portland (Or.), should  
be sent to the Company's Office, addressed to  
the Collector of Customs, Portland (Or.).

For further information as to Freight rates,  
&c., apply to  
ARNHOLD, KARBEG & CO.,  
Agents.  
Hongkong, 24th November, 1900. [2965]

THE Company's Steamship

"AKASHI MARU."  
Captain K. Suzuki, will be despatched for the  
above ports on WEDNESDAY, the 19th  
instant.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 8th December, 1900. [2524]

UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.  
(ROB. M. SLOAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA."  
Captain Hansen, will be despatched for the  
above port on FRIDAY, the 21st December.

For Freight, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 8th December, 1900. [3098]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURS., Feb. 14, 1901, at Noon.



